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Port Security Advisory (1-05)

The United States Coast Guard is mandated by the Maritime Transportation Security Act of 2002 to evaluate the effectiveness of anti-terrorism measures in foreign ports ("MTSA", 46 USC § 70108). Non-compliance with the International Ship and Port Facility Security ("ISPS") Code indicates to the Coast Guard that the ports do not have effective anti-terrorism measures. Failure of a country to communicate information to the IMO for SOLAS signatory countries or to the U.S. Coast Guard for non-SOLAS signatory countries all required information regarding port facility security compliance as described by Regulation 13 of Chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974 indicates noncompliance with the port facility requirements of the ISPS Code and therefore a lack of effective anti-terrorism measures.

The below countries have not communicated to the International Maritime Organization (IMO) or the U.S. Coast Guard all required information regarding port facility security compliance and the Coast Guard has therefore determined that these countries do not maintain effective anti-terrorism measures in their ports:

Albania
Madagascar

Dem. Rep. of Congo
Mauritania

Guinea-Bissau
Nauru

Liberia

Vessels that visited a country listed above during their last five port calls will be boarded at sea and will be subject to other Port State Control measures prior to being permitted to enter a U.S. port. Such measures that may be imposed include operational restrictions, such as daylight transits only, but could be as severe as denial of entry.

If a vessel takes the recommended steps outlined below, the vessel's security posture will be considered and reflected in the scope, intensity and duration of the Port State Control measures. Taking these steps do not guarantee vessels will not be subject to additional measures. Further, these recommended precautions are in no way meant to interfere with the Flag State's right to designate the security level at which its vessels operate.

- a) Implement measures per the ship's security plan equivalent to Security Level 2;
- b) Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while the vessel is in ports in the above countries. Guards may be:
 - provided by the ship's crew, however additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or
 - provided by outside security forces approved by the ship's master and Company Security Officer;

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- c) Attempt to execute a Declaration of Security;
- d) Log all security actions in the ship's log;
- e) Report actions taken to the cognizant U.S. Coast Guard Captain of the Port prior to arrival; and

Effective May 23, 2005, all vessels, including U.S. flag vessels that visited a country listed above during their last five port calls must take the above actions or they will be denied entry into U.S. ports. In addition, all vessels must ensure that each access point to the ship is guarded by armed, private security guards and that they have total visibility of the exterior (both landside and waterside) of the vessel while in U.S. ports. The number and position of the guards has to be acceptable to the Coast Guard Captain of the Port.

Vessel owner and operators are reminded of the provisions in Navigation and Vessel Inspection Circular 06-03 (Change 1) regarding actions they might take to facilitate entry into the United States when calling at ISPS compliant facilities in countries that are not compliant with the ISPS Code.